

Fuji FA-200-160 Aero Subaru, G-BBGI

AAIB Bulletin No: 8/2004	Ref: EW/G2004/06/02	Category: 1.3
INCIDENT		
Aircraft Type and Registration:	Fuji FA-200-160 Aero Subaru, G-BBGI	
No & Type of Engines:	1 Lycoming O-320-D2A piston engine	
Year of Manufacture:	1973	
Date & Time (UTC):	5 June 2004 at 1530 hrs	
Location:	A private strip near Wantage, Oxfordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Minor to left wing leading edge, right landing gear and left elevator	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	22 years	
Commander's Flying Experience:	695 hours (of which 35 were on type)	
	Last 90 days - 91 hours	
	Last 28 days - 11 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft departed from a 700 metres, private grass strip on 'The Ridgeway' to return to Dunkeswell. The grass was 20 cm high and the strip was bounded at each end by a fence. The weather was fine and dry with light and variable winds and a temperature of 25°C. Several minutes after takeoff, which had been carried out with some degree of headwind wind component, the pilot realised that he would have to return to the strip to collect a small camera bag that had inadvertently been forgotten. With the bag on board, the pilot prepared to depart again, noting this time that there was now no longer a headwind.

After takeoff the pilot held the aircraft in ground effect to accelerate but reported that the acceleration was slower than on the previous departure. As the aircraft crossed the fence it came into contact with two of the wooden fence posts. The flight was continued to Dunkeswell where the aircraft landed without further incident. The pilot stated the aircraft's marginal take-off performance was probably due to the high ambient temperature and reduced engine performance brought about by grass seeds partially blocking the air filter. The second takeoff was further affected by the lack of a headwind component.

The Civil Aviation Authority publishes a series of '*General Aviation Safety Sense*' leaflets covering many aspects of light aircraft operations. Leaflet No 7 deals with '*Aeroplane Performance*' and leaflet No 12C, titled '*Strip Sense*' deals with methods of assessing the strip conditions as well as operational considerations.